	Discuss 1	DPD-7979-59
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	24 Novemb	ber 1959
(1	MEMORANDUM FOR : TSS/APD	
	SUBJECT : Patent Disclosure	
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	 Attached is a disclosure of an invention sub Westinghouse Electric Company under our Contract No. 	mitted by TA-3034
	for development of an avoidance system.	V-V -
	2. The contractor has advised that it does not	intend to
1.	file a patent application on this disclosure.	
	3. Please review this disclosure and advise who	ether or not
	you recommend that the Agency file a patent applicat "Wide Range AFC."	ion on the
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то:	PLAN	TI.		VORKS, PATEN	T DEPARTME
	(INSERT E. PITTSBURG	H, SO. PHILA., OR BLOOMFI	ELD)		
DISCLOSURE TITLE				•	
WIDE R	ANGE AFC				
DISCLOSURE BOOK NO.		PAGE NO.		TAL DATE	
5311		9		6/58	
works		DIVISION	DEPARTM		
FROM: BALTIMORE		AIR ARM DIVISION	SURVEL	JANCE RADA	H
INVENTOR PLEASE	F NOTE: You should s	send this sheet and your all information requested	disclosure direct to the f	atent Departmo	enf.
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Declassified in Part - Sanitized Copy Approved for Release 2011/12/06: CIA-RDP89B00709R000400890002-6 38319 DISCLUSURE TO PATENT Book No. 5311 (WORK/COPY SHEET ATTACH ALL ORIGINAL SKETCHES OR DESCRIPTION ED. DATED AND WITNESSED, OR IDENTIFY THE complete and attach transmittal sheet STAT WIDE RANGE AFC This disclosure proposes simple light weight wide range AFC. Two loops are provided to maintain the local oscillator at its proper frequency relative to the transmitter. One loop electronic in nature consisting of a standard I.F. phanastron circuit corrects for small frequency errors. This is fully explained in the literature and merits no further explanation. The other loop consisting of electro mechanical elements corrects for gross frequency variations. This loop contains the unique features claimed by this disclosure. Previous systems have utilized the error voltages generated in the I.F. amplifier-discriminator circuits to correct both the electronic as well as the mechanical tuning of the L.O. This has several disadvantages - mainly complexity and chance of improper lock-up due to compensating errors in both loops. In this system the mechanical tuning is determined by the power output of the klystron. It should be emphasized that it is not necessary to closely maintain mechanical tuning since small changes can be compensated for by the electronic loop. The proposed electromechanical loop is as shown in Fig. 1. The output from a microwave detector e.g., crystal, sampling the L.O. power, is fed into one channel of a differential amplifier. The other input is obtained from a reference either fixed or determined directly from the maximum detected power level. The latter could be accomplished by various circuits such as a capacitor charged through a rectifier. The output from the amplifier is used to control both a relay and a reversing switch as shown. When the signal level in channel 1 drops somewhat below that of 2 the relay closes energizing the tuning motor. In the event the level in 1 drops considerably below that of 2 not only does the relay close but also the reversing switch is tripped. One switches are provided at each end of the mechanical range to automatically reverse the tuning motor. By proper adjustment of the above parameters the klystron can be maintained at or near its maximum power output. This system differs from previous ones in that the mechanical loop is simpler. As explained above it is not necessary for it to be highly accurate. This results in a consequent reduction in cost, size and weight and an increase in reliability and serviceability. In approximately 50% of the time the klystron cavity will be driven in the correct direction so as to return the L.O. to its maximum power condition. For the other times, where the drive is in the wrong direction the 4.0. power will drop off to the point (this level should be set so as to maintain favorable receiver noise figure) where the unbalance in the differential amplifier will be great enough to trip the reversing relay. Subsequently the motor will then return the L.O. to the peak of its mode. PATENT DEPARTMENT RECEIVED WORKS N 1 7 1 Y 1 Y 1 Y 1 Y 1 Y 1 Y 1 OCT 15 1958 BALTIMORE ENGINEERING STAT - 5 FULL NAME OF INVENTOR 5-19-58 FORM AAE-42

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